INTERAGENCY AGREEMENT FOR REGIONAL PLANNING IN NORTHEASTERN ILLINOIS

The Chicago area is one of the largest metropolitan areas in the country in terms of population and overall economic activity. It contains a diversity of people and land uses ranging from the skyscraped central Chicago to farmland at its fringes with development at almost every density and economic level found in contemporary America in between. The region, one of the most complex in the country, has many units of local government, including county and township governments, school, park district and other public and special purpose districts and over two hundred and seventy municipalities. Northeastern Illinois currently houses a population approaching eight million and is projected to grow to over nine million in the next twenty years.

The area is the country's largest freight intermodal center and is one of the world's busiest aviation hubs. The ground transportation system is extensive and includes both free and toll highways, an arterial and local street system typical of American metropolitan areas as well as an atypically large public transit system that includes the second largest rail transit system in the country complemented by a substantial city and suburban bus system.

The regional planning process for northeastern Illinois shares many points of commonality with the processes in other U.S. metropolitan areas but also reflects the uniqueness of the area created by virtue of its size, diversity of land development, desire for local control of government services and multi-modal nature of its transportation system. The process has evolved into one that places a great deal of emphasis on integrating land use and transportation planning.

The economic health and quality of life of the region require that the transportation system be continually improved and expanded to meet the needs of a growing and diverse population and work force in ways that support regional development which is fiscally, environmentally, and socially sustainable. Successful, integrated results require that the planning process be regularly improved with respect to its technical quality, its responsiveness to regional and local comprehensive planning, and its involvement of the public.

This agreement reaffirms that in northeastern Illinois regional land use and transportation planning are integrated. In particular, the growth management and land use policies serve as a groundwork for transportation planning. The endorsed socioeconomic forecasts which reflect these policies and local government involvement are the forecasts used in the transportation planning and programming process. This agreement establishes the central importance of the growth management framework as a basic principle; incorporates growth management and land use concerns fully into the development of the regional transportation plan; and emphasizes the importance of socioeconomic and environmental evaluations of the transportation plan.

INTENT

The signatory agencies, by adopting this agreement, recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the agencies affirm their intent to continue and strengthen the cooperative and productive relationship which currently exists between them.

SCOPE

The agreement covers the metropolitan planning area as defined by the U.S. Department of Transportation planning regulations. Currently this area includes all of Cook, DuPage, Kane, Lake, McHenry and Will counties and a portion of Kendall County. The agreement covers regional planning with emphasis on the regional land use plan, the regional transportation plan and the Unified Work Program for Transportation in Northeastern Illinois which produced annually defines all the federally funded and other regionally significant transportation studies. Nothing in this agreement is intended to prevent any agency from carrying out its responsibilities as defined in any federal, state or local law, regulation, ordinance, or executive order.

OVERALL RESPONSIBILITIES

It is the responsibility of each of the signatory agencies to maintain a cooperative relationship with all interested parties and to participate in the processes of the other agencies and organizations where appropriate. The Chicago Area Transportation Study (CATS), as the Metropolitan Planning Organization, is responsible for carrying out the metropolitan transportation planning process including the development and updating of the regional transportation plan, the development and maintenance of the Transportation Improvement Program, production of the Unified Work Program, the development and implementation of the Public Involvement Plan and the Congestion Management System, transportation data collection and analysis, regional travel demand model development and maintenance, air quality conformity analysis of plans and programs with the State Implementation Plan for Air Quality, the analysis of transportation operations, the development of transportation control measures, the involvement of the private sector in transportation planning operations, the involvement of local elected officials in the transportation planning and programming process, technical support to sub-regional and project specific transportation plans and implementation studies, plans and programs for special groups including the disabled and other activities and products required by existing or new federal rules to maintain federal certification of the region's metropolitan planning process.

The Northeastern Illinois Planning Commission (NIPC) is responsible for establishing and adopting the overall regional growth management and land use plans, and environmental policy framework; preparation of socioeconomic and land use base and forecast files; and

evaluation of transportation plans with respect to land use, growth management, socioeconomic, and certain environmental impacts. NIPC is the lead agency for the formulation of growth management, land use, socioeconomic and environmental goals, objectives, and policies for inclusion as appropriate in regional transportation planning and programming and for public involvement with respect to those areas.

The Illinois Department of Transportation (IDOT), representing the Governor of the state of Illinois, is responsible for coordinating the regional efforts in northeastern Illinois with the overall statewide transportation goals and policies, coordinating efforts to meet federal and state regulations, providing funding marks for consideration by the region in its development of regional transportation plans and programs, and with CATS and the Illinois Environmental Protection Agency, cooperatively developing plans and strategies to meet air quality requirements.

The Regional Transportation Authority (RTA) is responsible for the planning and programming of mass transit improvements, coordinating the efforts of the CTA, Metra, and Pace, providing funding estimates for transit improvements for use in the development of regional transportation plans and programs, development of transit planning issues to be funded through a variety of sources including the UWP, and ensuring compliance with state and federal mass transit regulations.

RESPONSIBILITIES IN LAND USE AND REGIONAL TRANSPORTATION PLAN INTEGRATION

NIPC is responsible for the formulation of growth management, land use, socioeconomic and environmental goals and policies for the regional transportation plan. The basic tenet is that the transportation plan is to be developed to serve and promote a desirable and attainable land use pattern for northeastern Illinois as determined by the NIPC comprehensive planning process. NIPC is responsible for preparation of the base and forecast year socioeconomic and land use files for all geographic areas to be used in plan development and air quality conformity analysis of the transportation plan. The NIPC forecasts will reflect, among other factors, local and regional plans for future land use and growth management, and a most-likely future given private market forces and expected public investment decisions (including non-transportation investments). CATS is responsible for using the NIPC developed socioeconomic files in the plan development process particularly in the evaluation of alternative plans and strategies to achieve regional goals and objectives. CATS is responsible for providing transportation network measures for use by NIPC in preparing the forecast files and assessing the impact of transportation alternatives on future land use patterns. Both organizations will jointly evaluate the results of these analyses. NIPC is responsible for maintaining geometrically accurate land use, surveyor, and census geography in GIS-usable format, and for maintaining socioeconomic data files, including data necessary to meet planning requirements pertaining to environmental justice. NIPC may propose transportation system alternatives and projects based on its adopted plans and policies, and leads in evaluating transportation alternatives for land use, growth management, socioeconomic, and certain environmental impacts.

The regional transportation plan is to be adopted by NIPC and the RTA before CATS Policy Committee endorsement. The schedule for plan development and updating will include sufficient time for NIPC action including public review and the required public hearings. NIPC and CATS jointly organize and conduct public hearings, in conformity with the NIPC legislation. A NIPC commissioner serves as hearing officer. NIPC releases the draft regional transportation plan for public hearing and prepares and publishes the public hearing record. During plan development and updating CATS staff will be available as necessary to keep the NIPC and RTA committees aware of progress and issues and to receive direction on the process. NIPC, IDOT, the RTA and other appropriate CATS Policy Committee members will have membership on the CATS subcommittee (currently the Regional Transportation Plan subcommittee) overseeing the plan development process at CATS. This agreement establishes a close interaction between the agencies throughout the process so that issues can be identified and resolved well before the adoption stage, including convening a joint inter-agency committee as beneficial for adoption by individual boards.

Public Involvement:

NIPC and CATS jointly conduct public involvement activities for development and adoption of the regional transportation plan. CATS has the lead role on the overall public involvement process for the regional transportation plan. NIPC has the lead role in public involvement for the aspects of the land use transportation integration that focus on land use, socioeconomic and environmental issues and for the involvement of local officials in forecast and base data activities. NIPC, IDOT, the RTA and other appropriate Policy Committee members will have membership on the CATS subcommittee overseeing public involvement efforts (currently the Public Involvement Task Force). It is the intention of this agreement to continue the past practice of combining NIPC and CATS staff outreach efforts whenever possible. The Land Use Transportation Task Force, serving both NIPC and CATS, will be chaired by a NIPC commissioner and will have staff support provided by both NIPC and CATS.

Preparation of the Unified Work Program:

NIPC, the RTA and other appropriate Policy Committee members will have a membership on the subcommittee at CATS that prepares the Unified Work Program (UWP). The UWP will provide adequate funding to the extent possible for the activities identified in this agreement. Each agency identifies those activities and funding needs for its areas of responsibility.

Transportation Improvement Program:

CATS is the lead agency for the preparation and maintenance of the Transportation Improvement Program (TIP). NIPC assesses the TIP for consistency with adopted NIPC plans and policies and carries out clearinghouse notification and review of the TIP.

TERM

This agreement shall be evaluated every three years. It may be amended in writing as necessary by the signatories. This agreement supersedes the previous agreement of August 4, 1978 as amended in August 1981 and it remains in force until repealed by one or more of the governing bodies of the signatories. All parties to this agreement commit to continually improve the planning process.

This agreement signed the 6th of April, 2000.

Herbert T. Schumann Jr.

President

Northeastern Illinois Planning Commission

Thomas J. McCracken Jr.

Chairman

Regional Transportation Authority

Jeffery Schielke

Vice Chairman, Policy Committee Chicago Alea Transportation Study Kirk Brown

Secretary

Illinois Department of Transportation